



**JOHNSON COUNTY  
TRANSPORTATION  
COUNCIL**

**Regular Meeting**

**7:30 a.m.  
April 19, 2019**

**Northeast Johnson County  
Administration Building**

**6000 Lamar, Mission, KS**



**Johnson County Transportation Council**  
**April 19, 2019**  
**Regularly Scheduled Meeting**

AGENDA

- Item 1: Call to order – Chairman Chip Corcoran
  - Item 2: Comments from the General Public
  - Item 3: Consideration of the Meeting Summary
  - Item 4: Microtransit Pilot Update – Josh Powers
  - Item 5: U-Pass Agreement with JCCC – Josh Powers
  - Item 6: Coordinated Transportation Study Update – Josh Powers
  - Item 7: RTP 2050 Update – Shawn Strate
  - Item 8: PSP Projects Update – Shawn Strate
  - Item 9: COA Update – Shawn Strate
  - Item 10: Johnson County Ridership Report – Shawn Strate
  - Item 11: Johnson County Business Liaison Update – Josh Powers
  - Item 12: Other Business
- Adjournment

Johnson County Transportation Council  
April 19, 2019 – 7:30 a.m.

**CALL TO ORDER**

**Council Members**

Jason Myers – <i>First District</i>	Yes	No	Excused	Yes	No
Heidi Thummel – <i>Second District</i>	Yes	No	Excused	Yes	No
Vacant – <i>Third District</i>	Yes	No	Excused	Yes	No
Brandon Kenig – <i>Fourth District</i>	Yes	No	Excused	Yes	No
Rick Biery – <i>Fifth District</i>	Yes	No	Excused	Yes	No
Maria Holiday – <i>Sixth District</i>	Yes	No	Excused	Yes	No
Vacant – <i>Seventh District</i>	Yes	No	Excused	Yes	No

Chip Corcoran – <i>At Large</i>	Yes	No	Excused	Yes	No
Joe Davis – <i>At Large</i>	Yes	No	Excused	Yes	No
Tony Privitera – <i>At Large</i>					
Open Position – <i>At Large</i>	Yes	No	Excused	Yes	No
Open Position – <i>At Large</i>	Yes	No	Excused	Yes	No
Casey Cassias – <i>At Large</i>	Yes	No	Excused	Yes	No

**Ex-Officio Member**

Jim Allen, KCATA Liaison	Yes	No	Excused	Yes	No
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Others Present:

Aaron Otto, interim Deputy County Manager  
Josh Powers, Business Liaison, CMO

KCATA Staff:

Richard Jarrold, Senior Vice-President of Regional Planning and Development  
Chuck Ferguson, Vice-President of Planning, Scheduling, Marketing and Customer Service  
Lewis Lowery, Director Service Delivery & Contracted Services Paratransit  
Shawn Strate, Planning Manager  
Don Bowlin, Manager of Fixed Route Contracted Services

First Transit:

John Randle, First Transit General Manager

**Johnson County Transportation Council**  
**January 18, 2019**  
**Regular Meeting**

**In Attendance:** Commissioner Jim Allen, Brandon Kenig, Chip Corcoran, George Lafferty, Rick Biery, Maria Holiday, Josh Powers, Dick Jarrold, Chuck Ferguson, Don Bowlin, Tyler Means, John Randle, Lewis Lowery, Paul Snider.

**Meeting Summary for January 2019**

**Call to order:**

The January JCTC meeting was held at KU Edwards Campus, Regnier Hall Room 369 and called to order at 7:38AM.

**No Comments from the General Public**

**Consideration of the September Meeting Summary**

***Action Item #1: September Meeting Summary***  
***Motioned for approval by Rick Biery***  
***Seconded by Brandon Kenig***  
***Action Item #1 approved unanimously***

## **Action Item #4:**

### **Comprehensive Operations Analysis Routes Adjustment Results Summary – Shawn Strate**

***Shawn Strate, KCATA, presented route level detail and supporting data for the proposed changes to the JoCo system:***

#### 402 Johnson-Quivira

- Eliminate 51st & Lamar loop, due to low ridership and no public comments.
- Additional changes to be considered for Phase II per COA plan.

#### 404 Metcalf-Downtown

- Maintain existing service for further evaluation and possible Phase II reduction.
- Establish a new stop and Park & Ride at Johnson County Museum (89<sup>th</sup> & Metcalf) to improve options for 405 riders.

#### 405 Nall-Downtown

- Eliminate route, advertise 404 as alternate service.

#### 482 Overland Park Flex

- Add 3<sup>rd</sup> day of service per week (M/W/F).
- Add time to schedule to improve OTP; First Transit to provide input.

***Commissioner Jim Allen asked how the 482 would affect and shared rides with the Micro Transit Pilot?***

***Josh explained, how the two routes would support each other through transfer passes and we would continue to evaluate service levels on both routes.***

***Maria Holiday wanted to know if there were additional bus options to better serve the communities needs on the fixed route.***

***Shawn Strate and Josh Powers talked about the special needs of the passengers and explained that we would need to have a bus custom made to meet the amount of shopping carts used by the passengers.***

#### 519 Olathe Express

- Reduce service to six morning and six afternoon trips.
- Maintain one morning direct express trip to Crown Center due to high ridership and public comments.
- Adjust downtown alignment to use Pershing on south end of loop.
- Maintain reverse commute service but eliminate stop at Mission Transit Center.
- Truncate selected trips on south end to reduce number of buses.

***Maria Holiday – Would it make sense to utilize the streetcar and eliminate the Crown Center trip?***

***Dick Jerald explained, when the South extension of the streetcar is in place those connections would be easier to make. The bus stop at Crown Center and the last stop of the bus line is approximately ½ mile apart without a connection also the ridership supports going to the area for now.***

#### 563 Shawnee Express

- Adjust downtown alignment to use Pershing on south end of loop.
- Minor timing adjustment to standardize spacing between trips and between other express routes.

#### 569 South OP Express

- Adjust downtown alignment to use Pershing on south end of loop.
- Minor timing adjustment to standardize spacing between trips and between other express routes.
- Truncate selected trips on south end to reduce number of buses.

#### 595 Gardner-OP Express

- Reduce to five trips in each direction (30-minute frequency) for downtown commuter service and three trips (60-minute frequency) for Edgerton service.
- Eliminate Saturday service (ADR is 2.5, or 0.3 per trip)
- All Edgerton trips would connect to KCMO; KCK service eliminated due to ridership observations (trip can still be made with a transfer).
- Adjust downtown alignment to use Pershing on south end of loop.

- Minor timing adjustment to standardize spacing between trips and between other express routes.

**Rick Berry and Tony Privitera** wanted to know the ridership benchmarks were for the route when it was put into place.

**Heidi Thummel** inquired about if the trips aligned with other route and with the work shifts at the warehouses in Gardner/Edgerton.

**Josh Powers** – That we were looking for 200 rides per day by April 1, 2019 and 300 at the end of the second year in 2020. There has been little success in gaining the support of employers in the area to support the service but, there have been conversations around, the use of the Counties, “Field House” parking lot to have a bus layover. This would offer a starting point of a circular to service the Edgerton/Gardner area and cut costs on the regular route. Edgerton’s CEO had expressed interest in the past for this type of service and topic would be elevated for renewed conversation.

**Shawn Strate continued to present Phase I & II route adjustments:**

Suggested Timeline:

- Jan 7-11: Meeting to review schedules internally and with First Transit
- Jan 14-18: Schedule modifications and produce materials
- Jan 21-25: Release schedule to public, solicit feedback
- Jan 28-Feb 8: Public outreach events, as needed
- Feb 11-15: Finalize schedules for markup
- March: First Transit driver picks, signage/kiosks
- April 1: Effective date

**Phase II: Effective TBD 2019/2020**

**Cost Goal: \$160,000/year increase  
(\$250,000 total savings between Phase I & II)**

401 Metcalf-Plaza

- Needs additional scheduling work and ridership data. Extending midday trips to JCCC is not feasible without other significant changes, due to long layovers and limited space at JCCC.
- Consider modifying to where all trips are Rosana to Troost. Prairiefire segment goes to 404 with reduced number of trips. New route to provide Rosana to K-7 via JCCC (modified “Olathe Connector”).

402 Johnson-Quivira

- Needs additional scheduling work and ridership data.
- Consider eliminating JCCC-Renner segment per COA plan, to be covered by new route (modified “Olathe Connector”).
- Creates schedule that is very inefficient due to runtimes just over one hour.

403 Antioch-Olathe

- Mixed public input on the COA proposal. Major increase of midday service at expense of existing peak-hour users. Needs further evaluation.
- Evaluate extension to East Village Transit Center when open and terminate segment south of CBD.
- Consider terminating at JCCC per COA plan; new route takes over JCCC to K-7 segment (modified “Olathe Connector”). Creates schedule that is very inefficient due to runtimes just over one hour.
- Adjustment to block pattern to improve transfers at MTC, adds significant time/cost.

404 Metcalf-Plaza

- Evaluate ridership patterns after Phase I changes
- Ridership patterns indicate reducing to hourly service per COA would eliminate highest-ridership trips. Consider eliminating only one trip in each direction.
- Consider moving 401 Prairiefire segment to 404.

435 JoCo-Downtown Midday

- Mixed public input on the COA proposal to eliminate route and expand 403. Needs further evaluation.
- 475 Quivira-75th Street
- Route cannot be extended to Prospect until 75<sup>th</sup> & Prospect transit center is complete.
  - Needs additional scheduling work. Extending route is not feasible without other significant changes, due to long layovers.

Olathe Connector (new route)

- Mixed public input on the COA proposal. Major increase of midday service at expense of existing peak-hour users. Needs further evaluation.
- Consider expanding route alignment to cover 402 Renner segment and 401 JCCC segment.

596 3-Trails-Edgerton Express

- Route needs to be eliminated when KDOT funding expires.
- Can local match be applied to other routes?

**Josh Powers** spoke to the KDOT funding program with 80/20 funding; route costs are approximately \$200k per year to operate and initially was designed to be used for one year and help new service get started. KDOT is open to the ongoing funding on a year by year bases, but that requires more attention to the route details and partnerships with S. Kansas City Chamber and employer involvement to develop the ridership. It's possible, to apply those funds to the 595 and drive down costs to the County on that route.

**Tony Privitera** – During the last meeting we talked about how Edgerton employers aren't marketing to people where our routes are originating from. Have you had a meeting with Elevate Edgerton and did that come up?

**Josh P** - Antidotally, we need to hit that a little harder with them, they are saying, antidotally, we want to look for more people in our southern counties. There is a lot to unpack with that statement and poses a problem for the County. To the South you have Miami County, that doesn't pay for transportation and nor indication they would be willing to do so at this time. And to the West we have Douglas county and then your looking at distance to serve Douglas and Johnson County, outside of the 510.

**Tony Privitera**. – Then what are the Employers saying then? Because, what we are hearing is, their HR expenses are through the door, because of the constant turnover. Their employees get out there and they don't want to make the drive...

**Josh Powers** – You are correct. Because of the distance and traffic, it could take upwards of 60-70 minutes to commute. So those people are saying. Why would add a \$16 per hour job when I could get a local job at \$13 per hour and commute 10-15 minutes away in KCK? The employers say, they are in total support of the route and how important this is to them but not fund or advertise to the end of the route.

**Tony Privitera**. – Here is a potential solution, as Chair of the KCK Chamber of Commerce, I would be happy to direct conversations to that area, for additional employment.

**Josh Powers** – communication and relationship building would really help. We would like to see more of the local employer and city involvement in the pass programs as a benefit.

**Tony Privitera** – This is how it starts. The railroads are offering many alternatives to the long commute issues and opening older stations for employees to shorten the distance.

**Dick Jerald**. – We are seeing that same trend at Amazon in KCK, Wyandotte County. They opened a new route to serve local people and cut their travel times by 1/2, comparatively to Gardner/Edgerton.

**Commissioner Jim Allen** – It sounds like we need to be looking at diverting funds from the 596 to the circulator discussed earlier. What we are doing right now isn't working and recognize that.

**Tony Privitera** – We may need a Park & Ride in KCK.

**Dick Jerald** – We are also are moving toward van pools and at least one group is doing that currently.

**Tony Privitera** – This starts with the privet partnership. They can't say what they want without assisting with the transit need.

**Maria Holiday** – If the employers are saying they want/need this, then they should also assist with it.

**Heidi Thummel** – When we think about how that funding originated; it was the going to be fronted by the County at the beginning and transition to the Employers. What we are seeing now is, it wasn't that successful and so rather then transition to the employers, because of their lack of involvement, drop it or reduce it, right?

**Josh Powers** – Both of you are correct, and I agree with Jim Allen, that we now need to demonstrate we are being responsive to the issue and are doing everything possible to make it successful. We might take a couple more tries and if we don't see it turn around, it goes away.

**Heidi Thummel** – I think it is interesting, that they have one route (475) go to MO to pick up passengers, was that intentional?

**Josh Powers** – Yes it was because we never had a service that connects South KC to Johnson County.

**Heidi Thummel** – How does this impact and route around congestion on the 435?

**Dick Jerald** – Part of the goals of the KCATA's regional system redesign would impart address how those types of issues impact routes and options to move passengers around the region. Our study would include the JoCo study and how the Micro Transit piolet works.

***Action Item #4: Approve the system changes, as presented.***

***Motion: Brandon Kenig***

***Second: Rick Biery***

***Action Item #4 was approved unanimously***

#### **Non-Action Item 5:**

#### **TransLoc Micro Transit Pilot Update – Josh Powers**

Josh Powers, Johnson County Business Liaison, spoke about the Micro Transit services pilot, beginning on February 1<sup>st</sup>, with a soft opening the weeks before. The County has partnered with TransLoc to conduct a pilot that includes a lease of TransLoc software for six (6) months of services, proposed service areas and additional support. Johnson County communities are a good match for a micro transit service that does not have a set route and utilizes smaller vehicles.

We had a great meeting with the JCCC and offered free rides to the students and faculty during the soft opening and have another meeting scheduled to train the student ambassadors on how to use the app and all the different aspects of the program. This will allow them to teach incoming students on the benefits of the program and foster a long-term partnership. On Tuesday & Thursday we had personal passing out literature and training students.

The goal of this program, if successful, is to implement in other locations around the County and supplement or eliminate other service, if possible.

**Rick Berry** asked for a short overview of the how the Transit worked.

**Josh Powers** – Compared service to Uber and explained the “on demand” part of the service with the single rider and group rides.

**Heidi Thummel** – What is the Name of the app and does it integrate with RideKC app?

**Maria Holiday** – Maybe there could be just a link connecting the two apps...

**Josh Powers** – The app is not as intuitive as we want yet and doesn't integrate with RideKC, but we are working around some of the regulatory issues associated with the para transit issues.

**Jason Meyers** – TransLoc was recently purchased by Ford, that shows the level of involvement and direction the industry is trending, this is a very exciting pilot.

**Brandon Kenig** – Are we doing a separate marketing push for this service?

**Josh Powers** – We are driving the marketing on Social Media, school districts, local ads and lots of boots on the Ground. Getting people out there and training people how to use the product is going to be the key to this being a success.



**Action Item #6:**

**Flagging Policy – Josh Powers / Shawn Strate**

The County has long allowed the flagging of bus service anywhere along the transit routes, this proposal is to end that policy (see Briefing Sheet in January packet).

**Josh Powers** – *Implementing this change would streamline our policy with the larger Region and to improve safety of the Operators and passengers alike.*

Shawn Strate – Over the past 5 years, we have been able to sign stops at approximately every ¼ mile on each route. We would open this up to public for comment if any additional stops are needed or a long-standing location needs a formal stop location.

**Heidi Thummel** – *I am surprised the stops are that close.*

**Maria Holiday** – *a 1/4mile is not that far between as long as there is good sidewalks to access.*

**Josh Powers** – *To that point, I believe, we need to continue to add infrastructure to our service to make it even easier to access the service.*

**Rick Berry** – *Do you believe the Operators will comply with this?*

**Josh Powers** – *Yes, John Randell at First Transit is great at communicating direction to the Operators and those operators are excellent at Customer Service. I don't think this will be a problem.*

**Commissioner Jim Allen / Maria Holiday** – *This is really about safety.*

***Action Item #6: Approve ending the flagging policy, as presented.***

***Motion: Rick Berry***

***Second: Tony Privitera***

***Action Item #6 was approved unanimously***

**Non-Action Item #7:**

**Johnson County Ridership Report – Shawn Strate**

**Maria Holiday** – *noted the decrease the ridership during poor weather.*

**Non-Action Item #8:**

**Johnson County Business Liaison Update – Josh Powers**

Josh Powers spoke about meeting with the two new elected Commissioners and is looking forward to working with them both.

Introduced Jason Meyers and welcomed him to the JCTC.

**Non-Action Item #9:**

**Other Business:**

**Heidi Thummel** – *Suggested the idea of expanding service of Micro Transit on the weekends or Saturday, opening it up to areas that could include places of interest.*

**Adjournment – 8:50am**

**To:** Chairman and Members of Johnson County Transportation Council  
**From:** KCATA and Johnson County Staff  
**Date:** April 19, 2019  
**Subject:** Microtransit Pilot Update

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**Item #4: Josh Powers**

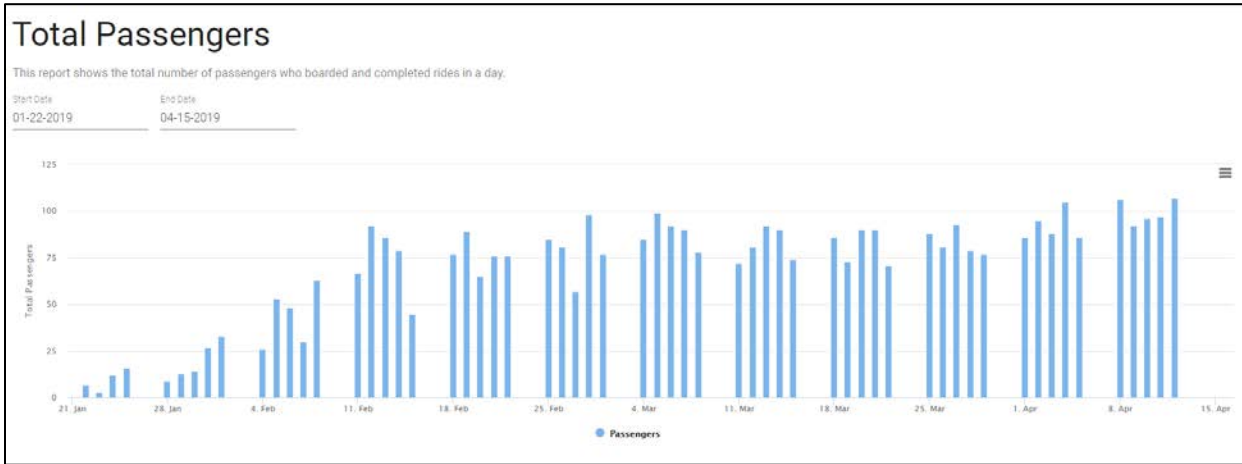
**Background:** Through a partnership with the private software company TransLoc, the county began a microtransit pilot program on January 22 of this year. The first seven days of the pilot were operated as a “soft opening” focused on service to and from Johnson County Community College. The official public-facing portion of the service opened on February 1.

Transit was authorized to use \$250,000 from transit reserves to fund the pilot for six months.

As currently structured, the microtransit pilot operates as an app-based, on-demand ride hailing service that seeks to prioritize shared rides. The service operates Monday – Friday from 6AM to 8PM, and utilizes a \$1.50 fare within the service area depicted below:

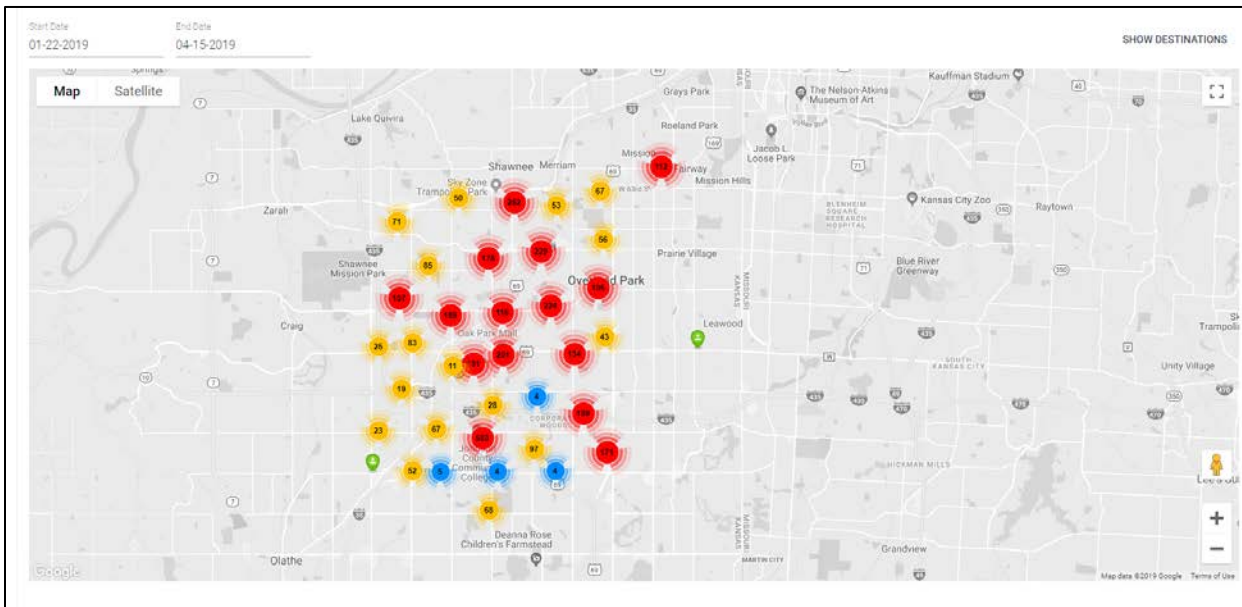


Through Monday of this week, the service has provided over 4,150 rides, with a single-day high of 107 rides. The trend line since January 22 is below:

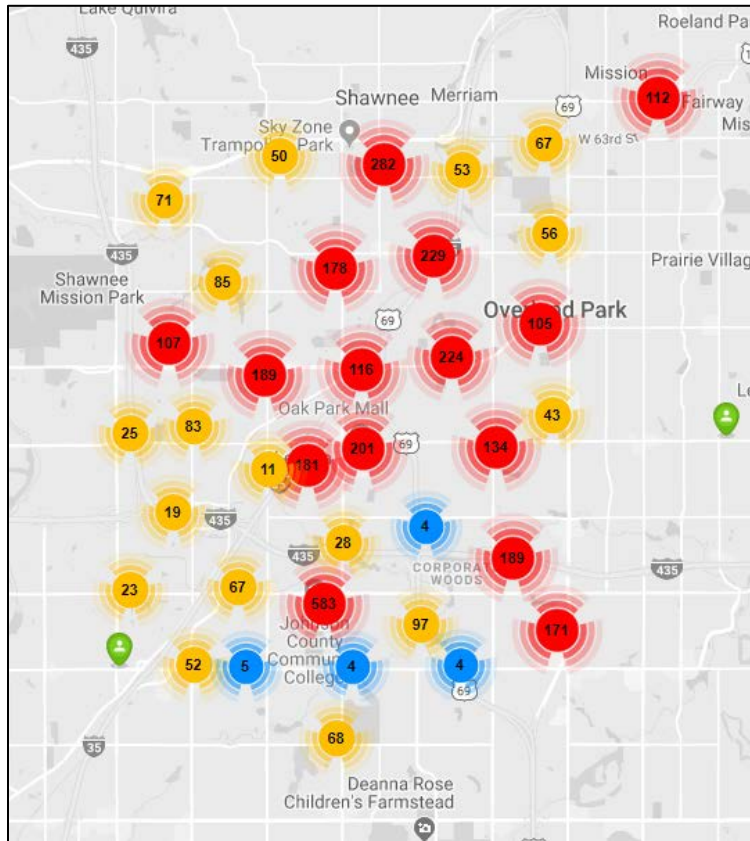


The median wait time for a ride to arrive is approximately 14 minutes.

Below is a very high level snapshot of top origins and destinations:



A slightly closer look at trip generators:



Johnson County Community College accounts for 24% of our total rides, with Security Bank in Mission (5201 Johnson Drive) accounting for nearly 8%. The remaining trip generators average between 2%-4% of our usage.

Policy issues for the JCTC to consider and discuss (Josh will present tentative recommendations on Friday):

- 1) Pilot period
- 2) Fare structure
- 3) Service area
- 4) Partnerships

**To:** Chairman and Members of Johnson County Transportation Council  
**From:** KCATA and Johnson County Staff  
**Date:** April 19, 2019  
**Subject:** U-Pass Agreement with JCCC

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**Item #5: Josh Powers**

**Background:** The KCATA offers a U-Pass program for participating colleges and universities, through which students (and in some situations faculty and staff) are able to ride applicable transit services for free, the cost of which is subsidized by the participating school.

Currently, the U-Pass program consists of:

- The University of Missouri-Kansas City
- Metropolitan Community College of Kansas City
- Kansas City Kansas Community College
- The Kansas City Art Institute
- Donnelly College

**Issue:** Transit staff began discussing the idea of a U-Pass agreement with Johnson County Community College in 2016, and the issue came back into consideration following the implementation of the microtransit pilot.

Staff from the county, JCCC and KCATA have tentatively agreed to a contract that would allow JCCC students, faculty and staff to ride all fixed route and express route transit (excepting the 510 K-10 Connector) service in exchange for an annual payment of \$25,000.

Additionally, the county has proposed allowing the college to use microtransit service for a period of one-year (August 1, 2019 to July 31, 2020) at the agreed upon cost of \$25,000/year. Following that initial time period, JCCC and the county will negotiate an increase to the \$25,000 amount in order for microtransit to still be included.

The KCATA Board of Commissioners agreed to this contract unanimously on March 27, and the JCCC Board of Trustees will vote on the item on February 18. Assuming that the item passes, the Board of County Commissioners will vote on the contract agreement in early- to mid-May.

FOR ACTION

**To:** Chairman and Members of Johnson County Transportation Council  
**From:** KCATA and Johnson County Staff  
**Date:** April 19, 2019  
**Subject:** Coordinated Transportation Study Update

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**Item #6: Josh Powers**

**Background:** As part of the FY2018 budget, the Board of County Commissioners authorized transit funding for a study of every county department that provides transportation services, for the purpose of identifying efficiencies, cost-savings and opportunities for coordination and collaboration. Each participating department agreed to match transit's funding equally.

The participating departments are:

**Corrections**

Johnson County's Department of Corrections strives to develop innovative solutions to reoccurring social problems by creating pathways to success for individuals in our custody. Our department consists of three divisions serving both adult and juvenile offenders. The Field Services Division provides probation and electronic monitoring programs for adult and juvenile offenders; the Juvenile Services Center provides Juvenile Intake and Assessment Services and oversees Juvenile Detention Center operations; the Adult Residential Center operates a work release program, an inpatient treatment program and a highly structured residential program for adult offenders at risk of having their probation revoked. Transportation services are provided for the following:

Juvenile Intake and Assessment Center: JIAC uses the COR motor pool [Monday thru Friday](#) to assist the Court Services Department and the Juvenile Field Office in transporting clients to afterschool and evening programming. Additionally, JIAC uses the COR motor pool on an as needed basis to transport clients that are in Police Protective Custody to local residential placements in the Johnson County area.

- Adult Residential Center: The Adult Residential Center operates a "bus route" system throughout parts of Johnson County that enables clients under their supervision to get to work, treatment, court and other appointments on a daily basis. Routes start at 6am daily and conclude around 10:30pm. Roughly 40 locations throughout Johnson County are utilized as drop-off/pick-up points for our clients. We cover an area from the Intermodal facility in Edgerton south of I-

35 South, to Shawnee Mission Parkway I-35 North. We also cover, from Kansas Hwy 7 on the west side, to Metcalf Avenue on the east. ARC clients are encouraged to utilize The RIDE KC bus system whenever possible.

## **Developmental Supports**

Johnson County Developmental Supports (JCDS), an agency of Johnson County Government, provides transportation services to its clients in furtherance of its mission to “provide choice driven supports and advocate alongside people to live and work in our community.” JCDS provides transportation, both on an individual and group basis, to clients served in its residential settings as well as its day and employment programs. JCDS transports clients on an individual or group basis to settings such as the person’s job in the community, the Elmore Center (congregate day setting) and various community social settings in the evenings and on weekends. Places clients are transported are reflective of and are similar to any other member of the Johnson County community.

## **Mental Health**

The Johnson County Mental Health Center operates SWIFT (Sheltered Workforce Industrial Fixed Transportation) that provides rides to Mental Health and Developmental Support clients who need transportation to work, school, and medical appointments. The program began in the 1990s and has grown to include over 50 drivers and 26 vehicles; the center currently provides over 3,000 rides to clients per month and operates from 6:00 a.m. to 11:00 p.m. every day of the year except Christmas Day. The drivers in this program are consumers of mental health services and are actively engaged in care with clinical staff at the center. Their position as a driver is considered sheltered workshop employment and is part of their ongoing treatment.

## **Transit**

Johnson County contracts with the Kansas City Area Transportation Authority (KCATA) to provide public transportation in the county under the RideKC brand. KCATA in turn manages county contracts with third party vendors who operate the service. Johnson County owns its transit assets, which, broadly speaking, consist of a fleet of approximately 95 vehicles as well as a transit facility which houses administrative and maintenance operations. Johnson County Transit (JCT) offers general public transportation, paratransit, taxi voucher and on-demand mobility services, and provides over 550,000 trips on an annual basis.

Following the issuance of an RFP, the study has been awarded to TranSystems, with Groundswell Consulting as a sub. The project manager will be Sarah Frost, who also managed our PSP Study that led to the 595 Gardner-OP Express route.

The initial scope of work has been determined, and will focus on:

- Increased efficiency
- Improved effectiveness
- Improved performance standards
- Identify shared resources
- Enhance or expanded service(s)
- Reduce costs
- Cost avoidance(s)
- Coordination of local and regional planning
- Standardization of services and programs
- Impact on future funding

The expected time-frame for the study is six-nine months, with a final report and PowerPoint presentation due at the conclusion.

FOR INFORMATION ONLY



To: Chairman and Members of Johnson County Transportation Council  
From: Shawn Strate, KCATA Planning Manager  
Date: April 19, 2019  
Subject: MARC 2050 Regional Transportation Plan

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## Item #7      Shawn Strate

### Background

The Regional Transportation Plan serves as a blueprint for managing the region's transportation system. Required by the federal government, this plan identifies transportation improvements for the next 20 to 30 years. For the Kansas City region, the current RTP is called Transportation Outlook 2040. MARC is developing a new plan for 2050 for the Kansas City region, called Regional Transportation Plan 2050.

The RTP will consider:

- Projected population and employment growth.
- Maintenance of transportation facilities.
- Safety.
- Quality of life.
- Preserving the human and natural environment.
- Climate change and energy use.
- Public health.
- New technologies and innovations in transportation.
- Current and future transportation needs (air, bicycle, bus, pedestrian, rail, roads, water and others.)

The plan identifies needs and sets out a budget for federal transportation funds that the metro area expects to receive over the next three decades. It contains:

- Vision: a long-term vision for the region's transportation system.
- Goals and strategies: what the region wants to achieve by the year 2050 and how we plan to do it.
- Transportation projects: major regional transportation investments that help accomplish goals.

### Project Development and Submittal

Regional transit projects and cost estimates were developed and included in the SmartMoves 3.0 regional transit plan in 2017. KCATA and MARC staff have been working to update and transfer this information into RTP 2050 project applications. These applications will include each phase of the SmartMoves vision for improving and expanding Fast & Frequent, Local, and Express transit routes as well as developing Mobility Hubs across the region.

Project scopes and costs are being finalized the week of April 15-19 and will be submitted prior to the April 25 project deadline.

To: Chairman and Members of Johnson County Transportation Council  
From: Shawn Strate, KCATA Planning Manager  
Date: October 19, 2018  
Subject: October Route Markup

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## Item #8      Shawn Strate

### Background

The Mid-America Regional Council's Planning Sustainable Places (PSP) program promotes concepts consistent with sustainable communities and the advancement of site-specific and project-specific activities within the centers-and-corridors planning framework.

The PSP efforts work to advance detailed local planning and project development activities that further the creation of VIBRANT places that offer a mix of options for housing, jobs, services and recreation; CONNECTED places with a variety of transportation options; and GREEN places that support healthy living and a healthy natural environment.

Typically every two years, projects are reviewed and selected through a competitive process. KCATA and Johnson County have utilized this program in the past for planning projects, most recently in 2017 for the following projects:

- Southwest Johnson County Transit Plan, which led to the extension of the 595 Gardner-OP route to serve logistics park employers in Edgerton.
- 75<sup>th</sup> & Metcalf Transit Study that developed a plan for improving pedestrian access to enhanced transit stations on Metcalf, and for new stations on 75<sup>th</sup> Street.

In addition, KCATA and Johnson County have participated in numerous PSP plans led by communities throughout the county and region. This has been a very useful tool for integrating transit goals and recommendations into local initiatives and plan documents.

### Current and Upcoming Projects

In the fourth and current round of funding (2018–2019), four cities in Johnson County received funding through the PSP program. All four projects include transit as either a primary or secondary consideration in the process. Each project is currently in the kickoff and data review stage. KCATA and Johnson County staff will be involved in each project, either through advisory committee membership or through stakeholder/technical interviews. The projects include:

- City of Gardner: Destination Downtown: a Placemaking and Mobility Enhancement Project
  - Transit impact: Review location, access, and connections to the 595 route extension to Edgerton, hopefully with private sector involvement.
- City of Olathe: Downtown Olathe Active Transportation Connectivity Plan
  - Transit impact: Primarily focused on trails and parks, but review impact and access to existing and future bus stops, and opportunity to revive past mobility hub discussions.

- City of Roeland Park: Roe Boulevard and Johnson Drive Corridor Plan
  - Transit impact: Ensure continued inclusion of bus stop improvements with Roe 2020 design; advance mobility hub and Park & Ride planning efforts in coordination with city and landowners.
- City of Shawnee: RE-Imagine 75th: A Pedestrian, Streetscape and Amenity Corridor Design Guide
  - Transit impact: Consideration of 402/475 bus stop improvements and ADA access along the corridor.

In addition, the KCATA is sponsoring a regional plan for developing guidelines for multimodal wayfinding systems for the SmartMoves transit network and the MetroGreen trails network. Johnson County is one of 16 local jurisdictions that is supporting and participating in this plan. This process is not yet underway but anticipated to begin in May.

KCATA and Johnson County staff encourage JCTC members to be involved in these plans and advocate for transit improvements and access. More information on each project can be provided as needed.

FOR INFORMATION ONLY

To: Chairman and Members of Johnson County Transportation Council  
From: Shawn Strate, KCATA Planning Manager  
Date: April 19, 2019  
Subject: COA Phase I Implementation

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## Item #9      Shawn Strate

### Route Changes

Beginning April 1, 2019, several RideKC Johnson County routes were modified to improve service efficiency. These changes are the first phase of implementation the Comprehensive Operations Analysis conducted in 2018.

In October 2018, draft proposed changes were posted for RideKC Johnson County routes. Three public meetings and two “pop-up” meetings at bus stops were held in October 2018 to receive feedback from riders and the general public. Customers were also invited to submit comments by phone, email, or by completing an online survey. Revisions to the planned changes were made based on public comments, and some proposals were not implemented due to needing additional data and technical analysis.

The following routes have been modified:

- 402 Johnson-Quivira: Alignment change in Mission.
- 405 Nall-Downtown: Route eliminated due to low ridership and proximity to other services.
- 482 Overland Park Flex: Service expanded to three days per week.
- 519 Olathe Express: Number of trips reduced and downtown alignment standardized for most trips.
- Minor downtown alignment change for routes 435, 519, 563, 569, and 595.

### Change to Bus Flagging Policy

Effective April 1, 2019, riders are no longer allowed to use a hand signal or “flag” the bus at locations that are not marked with RideKC bus stop signs. Passengers will only be able to board or get off the bus at marked bus stops. This change will improve passenger safety and will bring Johnson County bus routes in line with transit industry standards. During this transition period, bus operators are still picking up riders who are flagging the bus and informing them of the nearest bus stop to use on their next trip.

### Public Comments and Ridership

While many comments were received during the initial communication of the conceptual plans in the fall, there have been few comments after the final changes were communicated in February. Comments that were received can be generalized into two categories:

- Requests for additional bus stops. Six additional bus stops were added based on requests received. One request for a stop was denied due to service standards and the proximity of nearby stops.
- Schedule clarifications: Changes to the 519 Olathe Express alignment and schedules on some trips required additional clarification, due to the complexity of existing service.

It is too early to assess ridership patterns since the changes were made. An initial review of ridership impact can be provided at the May JCTC meeting, although several additional months of data is recommended before making any significant conclusions.

## COA Future Phases

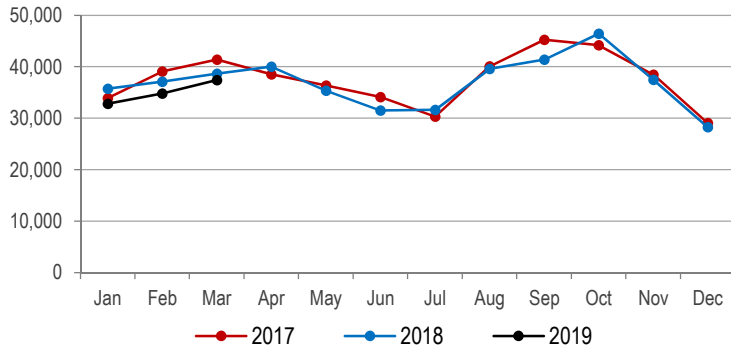
Many of the initial concepts featured in the October public comment period were not advanced to implementation in April, primarily based on public comments received. Additional work and coordination are required to prepare these other COA recommendations for implementation, including:

- Automatic Passenger Counter (APC) data to have a better understanding of stop-level ridership.
- Additional review of scheduling details to determine operational feasibility.
- Completion of Prospect MAX transit centers (East Village and 75th& Prospect), opening in late 2019.
- Assessment of KCATA system redesign project for applicability to Johnson County routes and impacted connections.

KCATA will be working with Johnson County to re-evaluate the COA recommendations, as well as alternative ideas developed by KCATA staff. Some of these ideas may be impacted by discussions regarding future Microtransit services, as well as the upcoming KCATA network redesign project. Additional information will be provided at a future JCTC meeting.

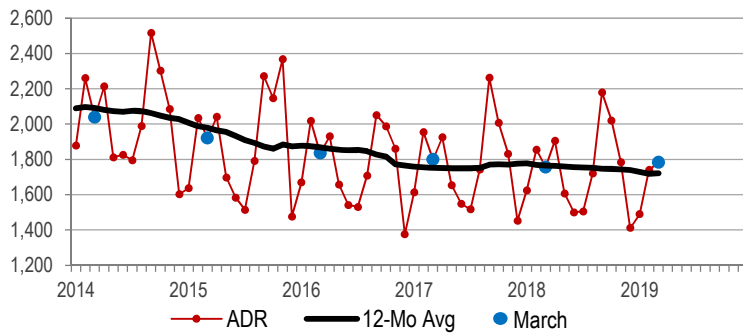
FOR INFORMATION ONLY

## Total Ridership by Month



Month	2017	2018	2019	1yr Chg	2yr Chg
Jan	33,907	35,755	32,811	-8.2%	-3.2%
Feb	39,105	37,099	34,809	-6.2%	-11.0%
Mar	41,395	38,642	37,437	-3.1%	-9.6%
Apr	38,509	40,037			
May	36,378	35,363			
Jun	34,089	31,507			
Jul	30,345	31,610			
Aug	40,098	39,593			
Sep	45,264	41,417			
Oct	44,160	46,451			
Nov	38,464	37,490			
Dec	29,052	28,242			
<b>Total</b>	<b>450,766</b>	<b>443,206</b>	<b>105,057</b>		
<b>YTD</b>	<b>114,407</b>	<b>111,496</b>	<b>105,057</b>	<b>-5.8%</b>	<b>-8.2%</b>
Days	41	42	42		

## Average Daily Ridership by Month (5-Year Trend)



## Average Daily Ridership, Revenue Hours & Miles

Route	ADR	Hours	Miles	Pass. /Hour	Pass. /Mile	ADR - Percent Change		
						Mar'19 / Feb'18	Mar'19 / Mar'18	'19 / '18 YTD
401 Metcalf-Plaza	227	50.00	766	4.53	0.30	11.0%	6.3%	1.1%
402 Johnson-Quivira	65	14.99	277	4.32	0.23	12.6%	-13.5%	-11.0%
403 Antioch-Olathe	169	29.53	561	5.73	0.30	8.6%	-4.8%	-4.7%
404 Metcalf-Downtown	119	13.06	276	9.14	0.43	19.5%	16.5%	-0.4%
405 Nall	26	3.87	63	6.79	0.42	22.0%	-0.5%	-16.6%
435 JoCo Midday	17	2.76	57	6.25	0.31	-6.3%	-19.8%	-11.1%
475 Quivira-75th Street	165	40.31	574	4.08	0.29	12.8%	21.1%	14.3%
482 OP Flex (Tu/Fr only)	37	4.00	21	9.31	1.77	-15.9%	1.2%	18.5%
495 95th Street	37	10.22	183	3.64	0.20	7.3%	-0.5%	3.7%
510 K-10 Connector	424	39.84	1684	10.64	0.25	-18.8%	-3.6%	-13.3%
519 Olathe Express	184	19.13	480	9.63	0.38	15.0%	-11.2%	-13.8%
563 Shawnee Express	49	4.67	123	10.58	0.40	1.9%	11.5%	7.1%
569 South OP Express	157	10.06	298	15.60	0.53	10.7%	3.3%	-1.7%
595 Gardner-OP Express	116	34.80	1056	3.33	0.11	12.2%	14.2%	4.7%
596 3-Trails-Edgerton Exp.	5	8.26	396	0.66	0.01	26.2%	--	--
<b>Key Corridor</b>	<b>391</b>	<b>90.31</b>	<b>1340</b>	<b>4.33</b>	<b>0.29</b>	<b>11.8%</b>	<b>12.1%</b>	<b>6.3%</b>
<b>Suburban Local</b>	<b>471</b>	<b>76.14</b>	<b>1425</b>	<b>5.91</b>	<b>0.32</b>	<b>9.1%</b>	<b>-1.2%</b>	<b>-3.2%</b>
<b>K-10 Connector</b>	<b>424</b>	<b>39.84</b>	<b>1684</b>	<b>10.64</b>	<b>0.25</b>	<b>-18.8%</b>	<b>-3.6%</b>	<b>-13.3%</b>
<b>Commuter Express</b>	<b>512</b>	<b>76.92</b>	<b>2352</b>	<b>6.66</b>	<b>0.22</b>	<b>11.7%</b>	<b>1.4%</b>	<b>-3.4%</b>
<b>Total</b>	<b>1,798</b>	<b>283.21</b>	<b>6801</b>	<b>6.27</b>	<b>0.26</b>	<b>2.0%</b>	<b>1.5%</b>	<b>-4.0%</b>

## Passengers per Revenue Hour

